

AUTOMOBILE PAGE

INTERESTING STORY ABOUT THE VARIOUS KINDS OF RUBBER

Crude rubber differs so much in appearance from manufactured rubber that only those familiar with it would be likely to recognize it as rubber.

During the war, when the allies were taking such stringent precautions to prevent rubber from reaching Germany, the secret service men had to receive special instructions so that they would know rubber when they saw it.

Rubber is obtained from many plants and trees in the tropics and it reaches the markets in many widely varying forms. But the fine grades of crude rubber are the smoked sheets and pale crepe from the great rubber plantations of the Far East, and Para, the rubber obtained from trees that grow wild in the jungles of the Amazon. Crude rubber comes to the manufacturer today in much better shape and condition than when the industry was young. Then many of the inferior grades were silty, foul-looking messes that were anything but pleasant to handle. Modern methods have produced many changes and the rubber comes in today, especially in the finer grades, looking almost good enough to eat.

Para rubber makes its way to the markets in the form of "biscuits," large balls weighing about 60 pounds each. They are a rich brown in color. The native worker in the Amazon district makes these biscuits by dipping a wooden paddle into the latex—the liquid form in which rubber comes from the trees—and then holding the paddle with the rubber that adheres to it in the smoke of certain leaves and puts until the latex is coagulated. When the first layer is thoroughly smoked, the paddle is again dipped, layer and all, and the second layer given the same treatment. So the biscuit is built up, layer upon layer, until a ball of the desired size is made. The methods used are very old, and the workers are none too careful and it is necessary before the rubber is used in manufacture to give it a thorough cleansing to remove impurities.

Into the production of crude rubber on the plantations of the Far East, on the other hand, have gone the ingenuity and resourcefulness of the scientific minds of the white race with the result that the rubber coming from the plantations is very largely free of impurities and carefully packed. Each plantation has its own views as to the best form of preparing the rubber for market. It comes chiefly in three forms: smoked sheet, thin, pale crepe and thick, pale crepe. As its name implies, smoked sheet has received a smoke treatment and the crepes are unsmoked. Crepe takes its name from its resemblance to paper crepe.

The thick pale crepe looks so much like tripe that if some of it were displayed in a butcher's window a housewife would likely ask for "a couple of pounds of that nice looking tripe in the window." It is made up in sheets about one-half inch thick and has a lemon tint. Thin crepe is made in sheets about as thick as heavy flannel and looks like flannel, the lemon color being more pronounced.

Smoked sheet might easily pass for the black molasses candy that was so popular with the boys and girls of 50 years ago. It is about a quarter of an inch thick and has a deep brown color, verging on black. Its shiny surface is usually stamped with some simple design, such as squares or diamonds, each plantation following its own fancy. It smells decidedly like bacon.

The United States Rubber company, which owns in Sumatra the largest single plantation in the world, has gone a step beyond other plantation owners, who merely process the rubber and introduce it into the preparation of its crude rubber which especially fits the rubber for manufacture into the goods into which it is to be made. Experiments have shown, for instance, that certain methods of treatment produce a rubber that is better suited for tires than others. In fact, on the plantation of the United States Rubber company every step in the handling of rubber from the moment it leaves the tree as latex in taken with a view to the particular kind of goods into which the rubber is to be manufactured.

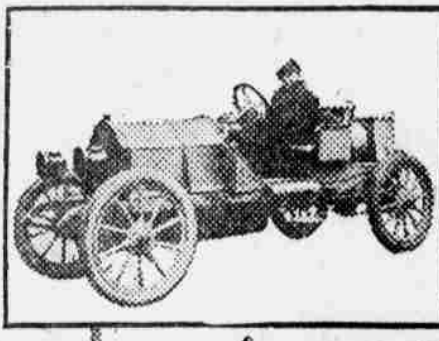
A NEW ZEALAND TIRE MERCHANT VISITS AMERICA

It is a healthy sign in the automotive industry when business men of far away New Zealand find the commercial horizon sufficiently bright to journey to the United States of America to call on old connections and to establish new. The visit of Paul Cropper, president of the Neill-Cropper company, one of the most progressive and best-known business concerns of Australia, is a case in point.

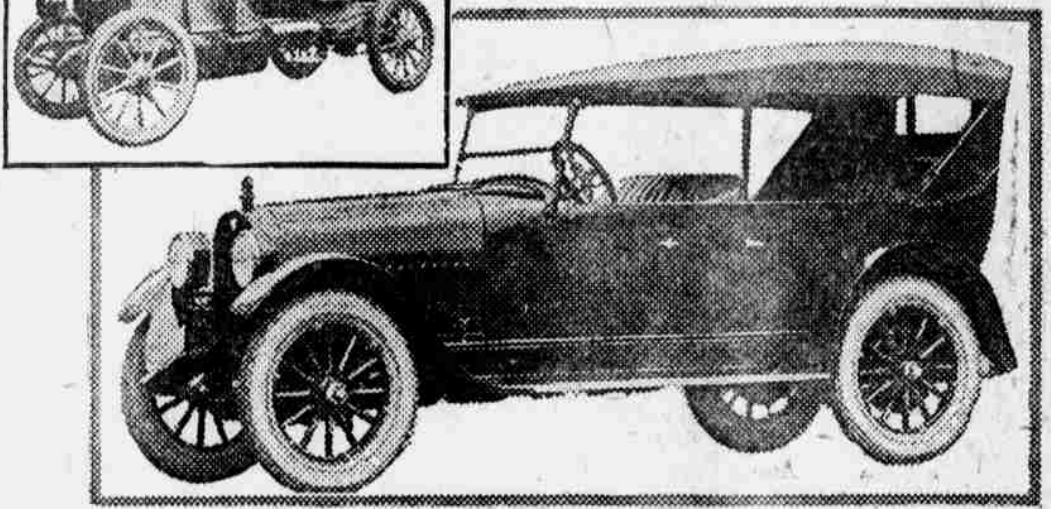
Mr. Cropper's company is the representative of Savage tires in New Zealand, where these California rubber products are widely used. Mr. Cropper spent the greater part of a week in San Diego, where he inspected the Savage factory and saw tires in the actual process of manufacture. He expressed himself as having been formerly convinced of the merit of the tires he is distributing in New Zealand and stated that his visit to the factory and main offices confirmed his judgment in the matter. It is evident from the number of orders with which the Neill-Cropper company is favoring the Savage factory that they are producing results in the fact of keen competition.

According to Mr. Cropper, American made automotive accessories are popular in Australia and New Zealand. The Pacific coast concerns which do an extensive trade, such as the Savage Tire company, are naturally favored with a large share of this foreign business since their advantageous location facilitates prompt shipment and good service.

Mr. Cropper is accompanied on his tour by Mrs. Cropper. They intend to combine business with an extended pleasure trip which will take them east and eventually to Europe. They will return via Montreal and the Dominion of Canada.



THE FIRST AND THE 175,000TH HUDSON CARS



Above, to the left, is shown the first Hudson ever put out. Joseph P. Davis, of Poughkeepsie, N. Y., owns this 1908 model and still has it in daily service. It has traveled about 250,000 miles. Below is shown the 175,000th Hudson, recently manufactured. Note the acetylene gas tank on the side of the 1922 model and the gasoline tank, mounted just behind the driver. The combination of these two pictures well illustrates the tremendous improvements in motor car design.

CONDITIONS OF THE COUNTRY FOR THE SUMMER MONTHS GROWING BRIGHTER, SAYS PROMINENT AUTOMOBILE OFFICIAL.

Conditions in the west and north are improving rapidly, according to a report from J. J. Cole, Jr., of the Cole Motor company of Indianapolis, who is making an extended trip through this territory.

"The smaller dealers are all ordering cars for delivery during the summer months and many new connections are being made which is in itself indicative of the renewed interest and faith in the permanence and stability of the automobile industry."

"Spring wheat in Minnesota and the Dakotas," said Mr. Cole, "is reported doing well, and the acreage is exceptionally large. There is also a very bright outlook for a good fruit crop. In Arkansas and southern Missouri there were excellent berry crops which were unusually well marketed. The oil industry in Oklahoma and Texas is in better condition than it has been for sometime with drilling on the increase under the stimulus of improved prices. Much greater activity is noticed in the mining districts of Colorado and New Mexico and Montana will have a larger wool clip this year by 6 per cent over last year."

ONE DAY MOTOR TRIPS TO TAKE FROM THE CITY

(Information on these one-day trips will be furnished by Koshare Tours, office in Journal building.)

(Information on one of these trips from Albuquerque will be furnished on request by the Koshare Tours office in the Journal building.)

Santa Fe.
Santa Fe is 65 miles northeast of Albuquerque, over good state highway, about three hours' driving time. The road passes the towns of Alameda, Bernalillo and Algodones; the "big cut," notable for the distress of the Indians who helped to make it; La Bajada hill, which is not as bad as it is painted, and gives views of seven mountain ranges.

Santa Fe is the oldest capital in the United States, and it presents, in a nutshell, the history of New Mexico under four different governments. The oldest house and the old church of San Miguel take one back to the arrival of the first Spanish expedition under Coronado in 1540; the Palace of the Governors, the cathedral and several small chapels, recall the days of the Spanish domination; the plaza and the new Fonda on the site of the old Fort Marcy, and many old homes are replete with tales of the American pioneers; the museum and other buildings in the Santa Fe architecture indicate the modern desire to use the beauties of the Indian arts.

All of this may be seen in a one-day trip. There is time also for a drive up Santa Fe canyon, to the pueblo of Tesuque, or to the Bishop's lodge. Tesuque valley has attracted many artists and writers who make their homes there in the summer. Santa Fe is also full of writers and painting folk whose studios may sometimes be visited.

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AUTOMOTIVE SCHOOL OF DENVER WILL ERECT NEW HOME

Construction work was started last week on the new Johnson Automotive Trade school at the northeast corner of Sixth avenue and Broadway, Denver, Colo. The building will contain three stories and a full-length basement and will have a frontage of 50 feet in Broadway. It will be 185 feet long.

The structure will be of factory design, of brick, concrete and steel, with white brick facing and, according to the plans of the architect, will be one of the most attractive buildings in the Denver automotive section. It will cost \$55,000.

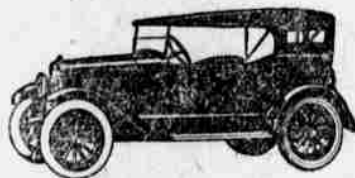
The equipment for the school will include a machine shop, a battery and electrical department, vulcanizing and tire repairing machinery, radiator repair department, electrical welding and painting trimming and upholstery departments.

The new building will be completed and ready for occupancy by the middle of October, according to H. L. Johnson.

TIGHTEN ENGINE BOLTS.
Bolts, those which hold the engine in place, when loose, may cause misalignment of the power plant, resulting in serious trouble. If there is even a slight looseness of the bolts, it may permit the motor support to hammer and pound, and in time the supporting arm may be actually fractured.

RENEWING CYLINDERS.

The only practical remedy for scored or worn-out cylinders is re-boring. This process calls for oversize pistons and rings to insure smooth and quiet operation and good compression of the engine.



Overland is one of the most popular cars in America today and stands more firmly entrenched than ever in popular favor.

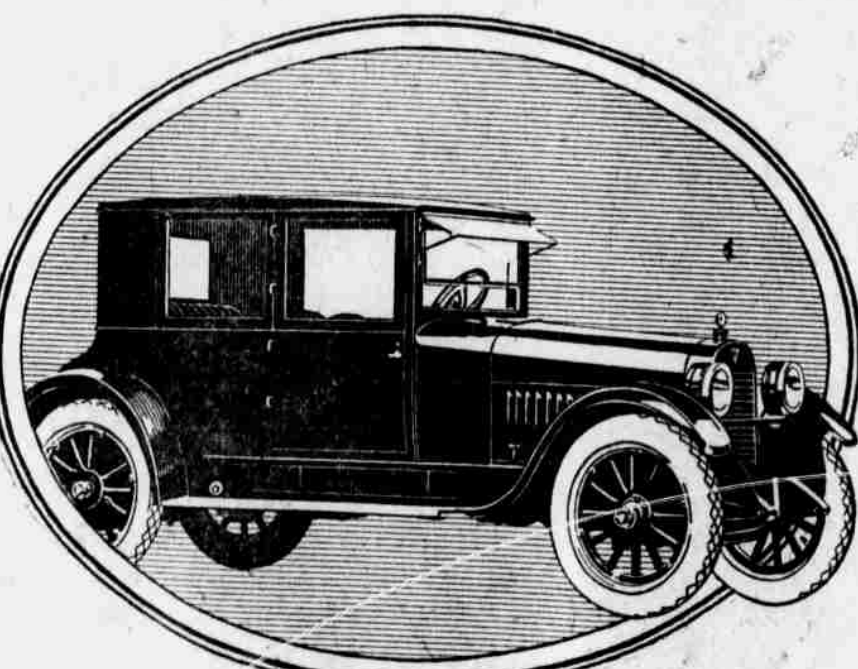
At \$550, the Overland offers greater automobile value for the money than any other car.

A springbase of 130 inches, with big car-riding comfort, modern 3-speed forward and reverse sliding gear transmission, a safe braking system with a square inch of braking surface to every 15 pounds of weight, all-steel touring body with baked-on lustrous finish and many other exclusive Overland features.

Today's
Overland
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Job-Bride

SOUTHWEST MOTOR CO.

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The Hudson Coach Has the New Motor

See it today. It combines the two biggest claims to interest in many years.

A beautiful closed car costing less than 6% above open models, is offered in the Coach.

And now it adds the wonderful new Hudson motor.

It fastens Hudson's long leadership to

a higher standard of quality than ever.

Performance is wholly altered—a glorious sense of motion, free as flight. It eludes description. It brings afresh the zest to motor for its own sake. It is a revelation even to Hudson owners.

Be our guest on your first ride. Let the Coach and the new motor speak for themselves.

Speedster \$1645 7-Passenger Phaeton \$1695 Coach \$1745 Cabriolet \$2295
Coupe \$2570 Sedan \$2650 Freight and Tax Extra

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DISTRIBUTORS HUDSON AND ESSEX CARS
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Studebaker

BIG-SIX SPEEDSTER

THE new Studebaker Four-Passenger Speedster is mounted on the Big-Six chassis with the same dependable 60 horse-power motor that made enthusiasts of thousands of owners during the most critical buying period in history.

Every item of its complete equipment and finished detail suggests ultra style and riding comfort.

The front seat is tilted at the correct angle for comfortable riding. An upholstered armrest divides the tonneau into

two individual seats which provide the comfort of an overstuffed armchair.

The touring trunk at the rear, with tray and suitcase compartments, is easy of access, because the two spare disc wheels are mounted on each front fender.

These disc wheels, complete with cord tires and tubes, are furnished without extra cost.

This latest Studebaker creation reflects Studebaker's seventy-year-old reputation for building fine vehicles.

In addition there is a handsome set of nickel-plated bumpers front and rear, a courtesy light on the driver's side, a built-in, thief-proof transmission lock which is operated by the same key that locks the ignition switch and tool compartment in the left front door. Ask for the Studebaker "Yardstick," a measure of the greater value that Studebaker offers.

MODELS AND PRICES—f. o. b. factories

LIGHT-SIX 5-Pass., 112" W. B., 40 H. P.	SPECIAL-SIX 5-Pass., 119" W. B., 50 H. P.	BIG-SIX 7-Pass., 126" W. B., 60 H. P.
Chassis.....\$ 875	Chassis.....\$1200	Chassis.....\$1500
Touring.....1045	Touring.....1475	Touring.....1785
Roadster (3-Pass.)...1045	Roadster (2-Pass.)...1425	Speedster (4-Pass.)...1985
Coupe-Roadster (2-Pass.)...1375	Roadster (4-Pass.)...1475	Coupe (4-Pass.)...2500
Sedan.....1750	Coupe (4-Pass.)...2350	Sedan.....2700

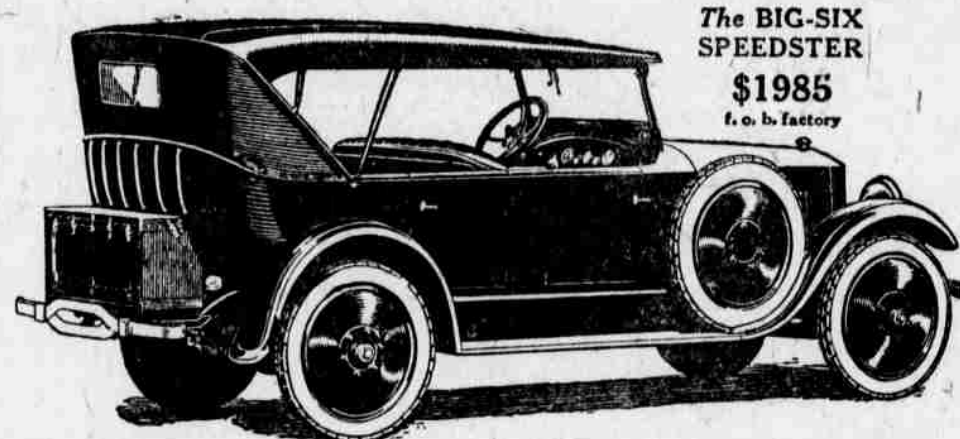
Cord Tires Standard Equipment

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Fully 90 per cent of all blowouts are the direct result of stone bruises or road bumps.

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